



ENVIRONMENTAL SERVICE AND TECHNOLOGY CORPORATION

Wednesday, October 22, 2008

Tom Foley
DC Materials
6860 Commercial Drive
P.O. Box 606
Springfield, VA 22150

Regarding: Inspection # I 08-076
Facility ID #: 2000271 DC Materials Washington, DC
ENSAT Project #: 07A-2714

Dear Tom,

ENSAT is pleased to provide this letter report for the DC Materials Facility located on Half Street in Washington, DC. The purpose of this investigation was to determine if the tank system located at the facility is a safe suction system. Based on the investigation activities, ENSAT concludes that the system is a safe suction system. The investigation is detailed below:

Fueling System Suction Line

1. Approximately 10 gallons of fuel were pumped from the tank through the pump and poured back down the supply line (See picture 6) directly under the pump. The material drained to the tank. No fuel was identified in the line when it was removed.
2. A check valve was identified in the supply line in the pump cabinet (See picture 3 and 4). The check valve appeared to operate correctly.
3. The valve was removed and found to be operable.
4. The line was disconnected at a joint in the tank sump (see picture 1) after the product was poured into the supply line under the pump. The line had no accumulated product and was found to be empty.
5. The elevation of the pump was determined to be above the top of the sump, indicating a slope back to the tank.

Heating System Suction Line

1. The pump for the system was identified on the inside wall of the truck loading area adjacent to the tank.

2. ENSAT disconnected the supply line(s) for the heating oil lines in the sump (See picture 2) on top of the tank. No residual fuel was identified in the lines when they were disconnected.
3. No Fuel was evident in the tank riser when the lines were disconnected.
4. ENSAT did not disconnect the lines at the pump in the drive through bay and pour fuel down these line(s) due to heavy truck traffic in this area loading concrete product.
5. The elevation of the pump was determined to be above the top of the sump, indicating a slope back to the tank

Based on the above inspection ENSAT has determined for both the heating oil and the fueling system that:

1. The below grade piping operates at less than atmospheric pressure
2. The below grade piping is sloped so that the product will drain back to the tank when the suction is released*.
3. There was found to be one or fewer check valves for each suction line and, where present, they were located above grade in the pump cabinet.

*This was investigated to the extent possible. The lines were not excavated.

ENSAT is pleased to have this opportunity to work with DC Materials on this project. If you have any questions, please do not hesitate to call me at 703 801-1924

Sincerely,



William Graves
DC licensed UST Technician

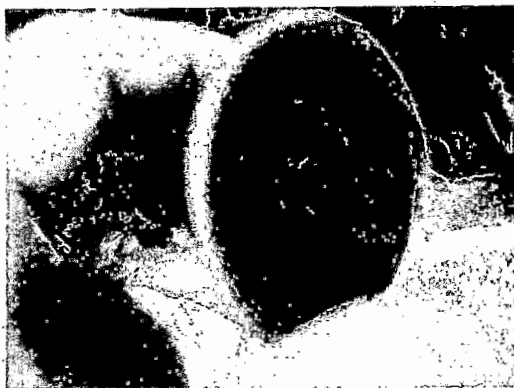


Picture 1



Picture 2

Piping Sumps for the fuel pump and heating oil systems. All lines were disconnected and found to be free of fuel (i.e. they drained back to tank). Prior to checking the fuel pump approximately 10 gallon of fuel was pumped through the line and then poured back down the disconnected line. All fuel drained back to sump.

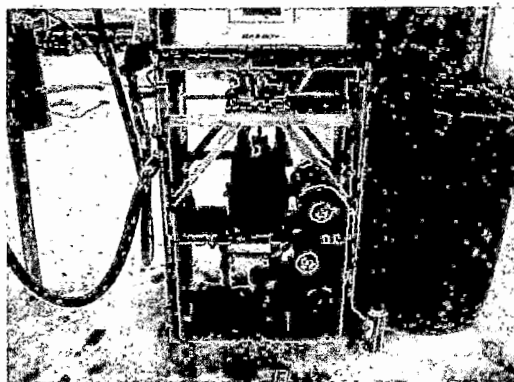


Picture 3

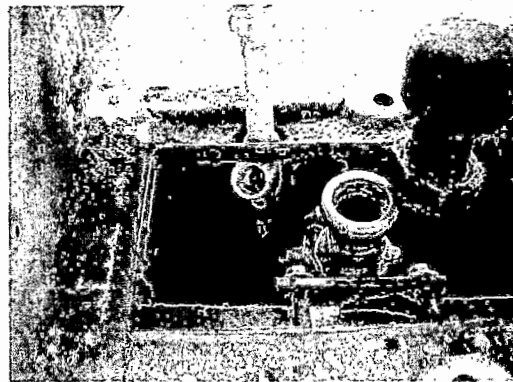


Picture 4

The picture above is of the check valve that was removed from the pump cabinet. It is shown in the closed (left) and open (right) positions.



Picture 5



Picture 6

Pictured above is the pump prior to removal of the check valve and with the check valve removed.